

THE BARRE DAILY TIMES

TUESDAY, MAY 2, 1911.

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 second-class matter.

Frank E. Langley, Publisher.

The average daily circulation of the
 Barre Daily Times for the week ending
 last Saturday was

5,700

copies, the largest circulation of any daily
 paper in Vermont outside of Burlington.

Keep 'em on a little while longer.

The people of Vermont expect the new
 commissioner of weights and measures
 to remove the false scales from their
 eyes.

King Alfonso's illness with tubercu-
 losis indicates that high living, as well
 as low living, may pave the way to the
 inroads of the disease.

Judging by the annual report of the
 Washington County Humane society,
 there is work enough for such an or-
 ganization, and more than enough. The
 society has been doing well during the
 year.

A man scratched a match on Mont-
 pelier's new city hall yesterday, and all
 Montpelier came down on him with a
 load of reproach. If this is an indi-
 cation that the "you scratch my back"
 policy doesn't go, all well and good.

One thing can be said about Mayor
 Fitzgerald of Boston; he is nothing if
 not up to the minute. Bangor's fire had
 not been burning long before the mayor
 of Bangor got a first-hand message from
 the Boston executive that Boston stood
 ready to do "anything, everything in our
 power" to help. Score one for Fitz.

Mrs. Helen C. Wood's bequest of \$5,
 000 to the Barre City hospital was a
 splendid recognition of the useful po-
 sition which this institution holds in
 Barre and the surrounding territory; and
 the amount will go far toward enabling
 the worthy project to become firmly es-
 tablished financially.

The city ought to put a "bub-
 bler" fountain in the city park to replace the
 cup fountain where a single cup does
 duty for scores and hundreds of people
 in all stages of health and disease. The
 cup is now largely used by children and
 is not fit for use. A "bubler," which
 does away with the use of a receptacle
 is the only sanitary method even though
 to use it makes one drink like a horse
 at a trough.

Few, if any, granite centers in the
 eastern states are now laboring under
 the bugbear of labor disputes; and the
 industry as a whole is to be congratulated
 on getting things settled for another
 term of years. Hardwick and Concord,
 N. H., are in a position to be felicited,
 the former on having taken a long
 step toward resumption of work after
 two months' idleness, and the latter on
 having been able to arrange a new agree-
 ment without the necessity of a day's
 loss of time. Vermont people rejoice
 with Hardwick over its brightened hori-
 zon.

BANGOR'S STOUT HEART.

Bangor, Me., is showing a stout heart
 and fine determination in this hour of
 trial. With miles of the city devastat-
 ed by fire, most of its business district
 burned out and many of the public build-
 ings razed, the people are already look-
 ing ahead to a better Bangor, and the
 plans are being tentatively laid for re-
 pairing the damage of Sunday night.
 Not only this; but the city announces
 that, while appreciating the generous
 proffers of assistance from other Maine
 cities and from a city as far away as
 Boston, it will very likely be able to
 care for its suffering people. Such buoy-
 ancy of spirit, as expressed by Mayor
 Mullen in his statements to the public
 press, cannot mean anything but a bet-
 ter Bangor, and after that a bigger Bangor.
 As one of the great lumber mar-
 kets of the country, the city has an ex-
 cellent foundation for growth, and the
 setback just received will prove but a
 temporary check to the progress. In one
 way, the loss will not be so heavily felt
 as it might be, because the greater part
 of the loss was sustained by the more
 wealthy people, who are better able to
 recoup their losses. Chelsea, Mass., af-
 ter its great fire, is rebuilt. Bangor will
 be.

WILLIAMSTOWN GULF.

The pathfinder automobile of that pro-
 posed Glidden tour found a Williams-
 town gulf on Sunday, April 30, which
 the party itself will not find when it comes
 through Vermont. The sloughs of mud
 will have given place to a smooth, com-
 pact, dustless road, over which the au-
 tomobile glides with delicious ease, while
 overhead the roofing trees furnish wel-
 come shade from the beating rays of
 the sun and ahead the winding road-
 way gives fleeting glimpses of splen-
 did, though shortened, vistas with the
 shadows playing hide-and-seek with each
 other in riotous confusion. In fact, the
 Glidden tourists will not find a more
 entrancing spot on their whole line,
 than this narrow defile between lofty
 wooded hills and flanked on one side
 by a babbling brooklet, in whose dark
 pools the wary trout lurk in search of
 food. To enter it is a constant and per-
 suasive invitation to stop and enjoy
 one of the rare beauty spots of nature,
 which is as yet untouched by the ruth-

less hand of progress save for a modest
 little summer hotel, which rests in the
 bottom of the defile. Yet, Williams-
 town gulf in the opening spring or de-
 parting winter is a sorry place, and it is
 little to be wondered at that the passen-
 gers in the Glidden pathfinder car were
 not overpleased with the spot. But let
 them come later and see.

Current Comment

Burlington's Experience.

Barre has decided to send five of its
 street authorities on a tour through
 Massachusetts for the purpose of study-
 ing methods of road construction, and
 to learn in particular whether man-
 um or black paving is best for roads
 heavily traveled. This is a good move,
 but we believe Burlington adopted the
 wiser course when it brought a practical
 road maker here to show our people
 how to make good roads.—Burlington
 Free Press.

Aid Provided For.

"Hon. T. N. Vail of Lyndonville,
 was made a director of the New York,
 New Haven & Hartford railroad last
 week. It might be wise for the Grand
 Trunk people to now and then add
 a Vermont name to its list of direc-
 tors."—Waterbury Record.

Well, so far as all Vermont inter-
 ests in the line are concerned, it does
 not always lose. The contemporary
 must not forget that the principal
 Grand Trunk railway property in this
 state is the Central Vermont railway
 which is operated under an independent
 charter granted by the legislature of
 1898. That charter provides that the
 headquarters of the road shall be kept
 in Vermont and that a certain number
 of its directors shall be residents of
 Vermont. While the Grand Trunk
 railway owns the Central Vermont, it
 is a vast transcontinental system rang-
 ing from the Pacific ocean to the At-
 lantic, most of the way through the
 Dominion of Canada. To require rep-
 resentatives of the little state of Ver-
 mont on the directorate of the road
 under those circumstances is rather
 forcing the relative consequence of
 Vermont to the point of absurdity.
 And especially when the interests of
 Vermonters in the Grand Trunk prop-
 erty in Vermont are already by law
 safeguarded by the oversight of Ver-
 mont men.—St. Albans Messenger.

Victim of the Space Writer.

As was to be expected the news-
 papers all over the country have fallen
 upon Mr. Rossiter's misleading statis-
 tics of Vermont and are ringing the
 changes upon it. As is usual they
 paint a black picture as black as
 possible. But Vermont is going to
 rise superior to all this backhanded
 misrepresentation. The article that
 appeared in the Boston Transcript was
 sold by a space writer and was hawked
 about the country generally. It will
 probably be appearing from all di-
 rections.

The trained space writer knows that
 he must produce something sensational
 if he is to find buyers. Facts are used;
 if they are not then they must be
 twisted and turned to serve. Mr. Ros-
 siter's gloomy figures were good meat
 for the space writer who got hold of
 them and recognized their value for
 space purposes. Vermont had to be
 made decadent, in a condition border-
 ing on absolute dissolution in order to
 make a story that would appeal to the
 purchasers of space copy on the big
 city papers.

There ought to be some way to head
 off such kind of journalism but there
 doesn't seem to be. Lacking it, a
 good many worthy institutions and
 individuals are made to appear under
 entirely false colors.—Burlington Clip-
 per.



Just hear the sailor's
 horn pipe!

The little sailor princes
 of England are very pop-
 ular and everybody agrees
 that the sailor suit is the
 most becoming thing a
 small boy can wear—no
 other style lasts like it.

Long and short trouser
 suits.

\$3.00 to \$6.00.

We Clean, Press and Repair Clothing.

FRIDGERS & CO.
 174 North Main Street, Barre, Vermont.
 The Big Store with Little Prices.



The show at the Pavilion last night
 was excellent. In fact, one of the acts
 is far ahead of anything of similar na-
 ture ever seen in Barre. It is the bi-
 cycle act, known as the Todesca-Keat-
 ing trio. These people do some extra-
 ordinary stunts on an ordinary bicycle.
 The ease with which the different dif-
 ficult feats are done is a feature in it-
 self, stepping from the stage to the rear
 wheel of the bicycle, then over each oth-
 er's shoulders until the circling bicycle
 is carrying them each on the other's
 shoulders, built up three high. While in
 this position, a number of hair raising
 stunts are performed and this is only
 one of the many features of the act.
 One member of the trio works as a
 clown and keeps the audience in roars.

Barre should have a plant to manu-
 facture building granite and not let our
 neighbors obtain the new industry.

RANDOLPH.

Mrs. Alfred Eaton Has One Finger Am-
 putated.

Mrs. Alfred Eaton, who has been suf-
 fering for a week from pricking her
 finger while washing, was obliged to
 have her finger amputated down to the
 hand, on Monday.

Mr. and Mrs. Thomas Jubb from
 North Adams, Mass., are passing a few
 days with their daughter, Mrs. J. W.
 Chesbro.

Dr. C. J. Bunnell received a very dis-
 couraging telegram from Charles N. Mc-
 Call Monday morning and his case has
 been considered critical for many days.

Mrs. Lewis Spooner, who has been
 very ill at S. H. Howard's, was able to
 be taken to Montpelier by Mrs. Bert
 Spooner, Monday, with whom she is to
 remain during her convalescence.

Lewis Dunham left here Monday
 morning for the West, where he goes
 to take a position on the railroad. His
 mother, Mrs. Dunham, of Braintree, was
 here over Sunday, and went to her home
 Monday morning.

Rev. and Mrs. Metzger and children
 left here Monday morning for New York.
 Mrs. Metzger going to her home in Free-
 hold, for a two months' stay with her
 parents. Mr. Metzger accompanied her
 to Albany and will return soon.

Miss Dora Fay, better known as Dora
 Eddy, and Mr. Darrah of Rochester were
 married on Sunday, at the home of the
 bride's stepfather, Jacob Eddy, by Rev.
 Fraser Metzger. The couple went at
 once to Rochester to reside, where the
 groom has a farm.

Mrs. E. A. Shattuck went to White
 River Junction Monday to attend the
 funeral of her cousin, Mrs. Ira Bucklin.
 W. H. Gladding went from here also.
 Mrs. Bucklin having been a member of
 the Cutler Corner association, of which
 Mr. Gladding had for many years been
 an officer.

Rev. J. W. Chesbro entertained the
 University club at his home on Ran-
 dolph avenue Monday night, at which
 14 guests were present. The dinner,
 which was served in courses, was pre-
 pared and served in a first class man-
 ner, following which Dr. J. P. Glifford
 gave an interesting talk on "Florida,"
 from which place he and Mrs. Glifford
 have just returned, from a three weeks'
 stay.

THE 8-HOUR DAY.

J. T. Callaghan Protests Against Al-
 leged Disobedience By Council.

Editor Times: I understand that
 our city council is trying to ignore the
 action taken by the citizens at a recent
 city meeting in regard to reducing the
 hours of labor for the city laborers.
 Now this is not the first time that
 the city council has done such things
 and tried to place themselves above
 the people. As a voter and a citizen,
 I would like to know where they get
 their authority to do so.

We do not elect them to office to
 disregard our wishes or to dictate or
 tyrannize over us and a people who
 will continue to tolerate such things
 are a community of cowards and do
 not deserve the right to vote. Now if
 there is any member of the city coun-
 cil who has any good reason for op-
 posing the action taken at the city
 meeting, let him give those reasons to
 the public. If the majority of the citi-
 zens feel as I do about the city
 council it is a dangerous thing to dis-
 regard our wishes or to veto any action
 we might take at a city meeting.

Yours truly,

J. T. Callaghan.

Barre granite quarries with about 150
 acres quarry land for sale. Worth in-
 vestigating.

NOISE OF THUNDER.

Due to Heating of Gases Along the
 Line of Electric Discharge.

To Professor Trowbridge we owe an
 experiment to explain the noise of
 thunder. It has usually been thought
 that the noise is caused by the clos-
 ing up of the vacuum created by the
 passage of lightning, the air rushing
 in from all sides with a clap, but the
 intensity of the noise is rather dis-
 proportionate, and it is now supposed
 that the thunder is due to the intense
 heating of the gases, especially the
 gas of water vapor along the line of
 the electric discharge, and the conse-
 quent conversion of suspended mois-
 ture into steam at enormous pressure.

In this way the crackle which be-
 gins a peal of thunder sometimes begins
 might be regarded as the sound of
 steam explosions on a small scale,
 caused by inductive discharges before
 the main flash. The rumble would be
 the overlapping steam explosions, and
 the final clap, which soundest loudest,
 would be the steam explosion nearest
 to the auditor. In the case of rum-
 bling thunder the lightning is passing
 from cloud to cloud. When the flash
 passes from the earth to the clouds
 the clap is loudest at the beginning.

Professor Trowbridge gave sub-
 stance to these suppositions by caus-
 ing electric flashes to pass from point
 to point through terminals clothed in
 soaked cotton wool, and he succeeded
 in magnifying the crack of the elec-
 tric spark to a terrifying extent.—Lon-
 don Graphic.

NEW JERSEY TEA.

Red Root, That Did Good Service In
 Revolutionary Days.

You housekeepers of today whose fa-
 vorite brands of Orange Pekoe, Eng-
 lish Breakfast, India and Ceylon, etc.,
 diffuse their fragrance over your tea
 table would hardly suppose that tea,
 or, rather, a fairly good substitute for
 it, was once made from the leaves of
 one of our prettiest New Jersey wild
 flowers. Yet so it was in the old tur-
 bulent days of the American Revolution,
 when they had so much trouble
 over the imported article and used
 various beverages as substitutes for
 that to which they had become accus-
 tomed.

New Jersey tea, or red root, as it is
 also called, is a low growing shrub
 with many branches, seldom over
 three feet high, and is found from
 Canada to Florida, growing usually in
 dry wooded sections. It is very abun-
 dant in New Jersey, for which it is
 named. It blooms profusely in July
 and is so showy, with its many pan-
 cled white blossoms, as to be quite
 worth a place in the gardens as an
 ornamental shrub. It has a dark red
 root, with leaves downy beneath and
 very much veined, by which it is easily
 distinguished from the pure tea. An
 infusion of the leaves prepared in the
 same manner as the genuine article
 has somewhat the taste of ordinary
 grades of the tea of the orient, but is
 not supposed to possess any of its
 stimulating properties.—Exchange.

Easily Explained.

"They have to admit in the old
 world," said a New York theatrical
 man, "that we've got them beaten on
 every count. Talk to them about the
 matter and they can only quibble."

"Oh, yes," said an English banker
 to me the other day, "you've got a
 great country, the greatest country in
 the world, there's no denying that."
 "Then he gave a nasty laugh."
 "But look at your fires," he said.
 "Your terrible fires are a disgrace to
 mankind."

"Oh, our fires," said I, "are due to
 the friction caused by our rapid
 growth."

His Style.

Agent—Did you find a suitable house
 for that customer who seemed so
 cheery? Assistant—I did my best, sir.
 I recommended him on with a swell
 front.—Baltimore American.

Then He Knew of Course.

Husband—Does that new novel turn
 out happily? Wife—It doesn't say. It
 only says they were married.—St. Louis
 Star.

One kind word may turn aside a to-
 rent of anger.

May Sale Undermuslins

For 7 Days, Beginning Today

10 PER CENT DISCOUNT

on all Muslin Underwear. We have just
 received three more cases of the celebrated
 "Peerless" Muslin Underwear. This store
 has always made a special of this depart-
 ment. Never has our stock been so com-
 plete, from the popular price to the finest.

Ladies' Corset Covers, - - - 25c, 39c, 49c up.
 Ladies' Drawers, - - - 25c, 39c, 50c, 75c up.
 Ladies' Robes, - - - 50c, 75c, 98c, \$1.19, 1.25 up.
 Ladies' Skirts, - - - 75c, 98c, \$1.25, 1.50 up.
 Ladies' Chemise, Princess Slips, Combination Corset
 Cover and Skirts, also Drawers.
 Children's Drawers, - - - 10c, 12 1-2c, 19c, 25c.
 Children's Skirt and Waist for - - - 25c
 Children's Night Robes, Skirts and Dresses.

Don't forget we give 10 per cent
 discount off on all the above prices.
 Remember we sell new goods.

Come to this Store for Muslin Underwear

The Vaughan Store

The THERMO
 SILK FLOSS
 MATTRESS

WEIGHS ONLY 30 POUNDS

A. W. BADGER & CO.
 Furnishing Undertakers and Embalmers
 THE BEST OF AMBULANCE SERVICE
 Telephone 447-11 MORSE BLOCK

An Advertisement in the Times
 Will Bring Sure Results.

If You Want "Something a Little Different," You'll Find It at

THE McCUEN STORE

Montpelier

"The Finest Stock of Ready-to-wear Garments in Central Vermont."

JUST RECEIVED

Fifty New Spring Coats

Ladies', Misses', Juniors' and Children's. These
 Coats are mostly sample pieces, no two alike. They
 were purchased at a big concession in price, owing
 to the backward season.

The above includes all of the much-wanted styles
 and materials.

P. S.—We invite your inspection.

N. B.—Children's Coats. Smart styles and mod-
 erate price.

The Price of Coal
is Down

Now is the time to place your
 order for your winter's coal. We
 have the

Best Grades of Lehigh
 and Lackawanna Coals

and guarantee you satisfaction
 in every way.

The D.M. Miles Coal Co.

Telephone 133 and 202-1, 122 North Main St.